

COUNTRY East Germany REPORTTOPIC Coastal Patrol Boats of Building Series IIIEVALUATION                      PLACE OBTAINED                      25X1DATE OF CONT                      25X1DATE OBTAINED                      DATE PREPARED 3 February 1953 25X1REFERENCES                     PAGES 2 ENCLOSURES (NO. & TYPE)                     REMARKS                     This is UNEVALUATED  
Information

25X1

1. On 11 December 1952, a meeting concerning the delivery dates for coastal patrol boats (KS boats) of building Series III was held at the Berlin-Koepenick Yachtwerft. Technical designer Schlecht (fnu) presided at the meeting. It was decided that, beginning 17 December 1952, the first four boats of building series III would be moved from Berlin to Wolgast and that two other vessels follow on 5 January 1953; that they be prepared for shake-down runs by assembly details of the Koepenick Yachtwerft, who were to leave Berlin on 15 January 1953 to work at the Peenewerft Wolgast; and that the first two KS boats start their sea trials on 2 February 1953 with the other vessels following at ten day intervals.
2. Because the engines of the KS boats of building series III were still without starting devices, the Sea Police was to send twelve such devices to Berlin; The devices were to be removed and returned immediately after the arrival of the boats in Wolgast.                      the first starting devices manufactured in East Germany exploded when being tested.<sup>1</sup>
3. Since the dashboards for these boats had not been delivered at the scheduled time, plans were made for their installation in Wolgast contrary to previous instructions. Improvised connections and wirings were installed for the passage to Wolgast. Submarine sonar devices were also to be installed in Wolgast. Two of the KS boats of this building series already had complete radio equipment. Bare, twisted copper wire, 6 mm thick, was used for the antennas and as lead wires. The finished and completely equipped radio cabins were sealed in Koepenick and were placed off limits.
4. Two steel plates, 300 to 400 mm and 12 mm thick, were fitted in the bilge below each engine shaft of the vessels. The gun mount rings of the boats of building series I and II had been fitted at the peenewerft Wolgast; those of series III boats had been fitted in Berlin-Koepenick.

25X1

CLASSIFICATION

SECRET/CONTROL - U.S. OFFICIALS ONLY

25 YEAR RE-REVIEW

406

SECRET/CONTROL - U.S.OFFICIALS ONLY

2

[REDACTED] 25X1

5. [REDACTED] officer engineers and engine rooms personnel of the KS boats would be given boiler training and that technical personnel of the border police North would be required to obtain licences for steam and internal combustion engine operation at the navigation school in Wustrow.

25X1

1. [REDACTED] Comment. The vessels of building series III were [REDACTED] equipped with Juno-205-D engines and starting devices. [REDACTED] The devices were probably not installed as a result of their failure during tests, and starters borrowed from the Sea police were installed for the transfer.

25X1

25X1

SECRET/CONTROL - U.S.OFFICIALS ONLY